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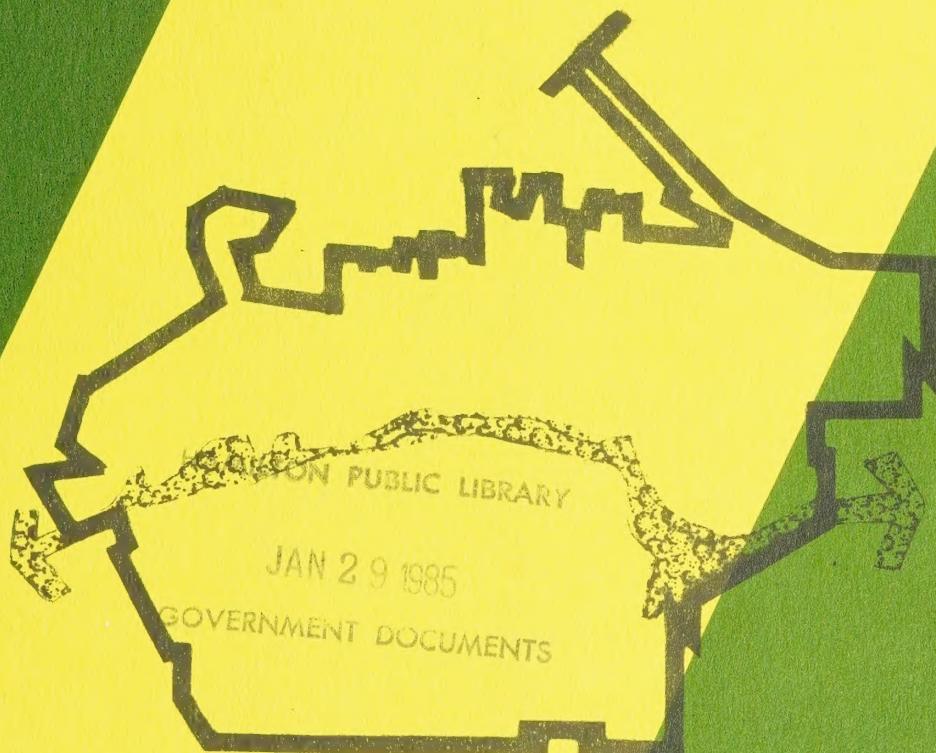
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1973  
**OFFICIAL  
PLAN**  
for the  
**NIAGARA ESCARPMENT**



OF  
**THE HAMILTON PLANNING AREA**

February, 1973





## SECTION ONE

# B A S I S   O F   P L A N N I N G

A general statement of Planning principles upon which the policies of the Official Plan are based.



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## **PURPOSE OF THE AMENDMENT**

The purpose of this amendment is to designate the lands of the Niagara Escarpment, King's Forest, Gage Park and Chedoke Golf Course, in a manner which would preserve their open space characteristics.

The areas covered by this document are apparent from the Map Schedule "T" in the Policies Section of this amendment.



## SECTION TWO

# POLICIES

A general statement of planning standards, definitions and planning policies, and a description of the Maps which together with this text comprise the Official Plan.

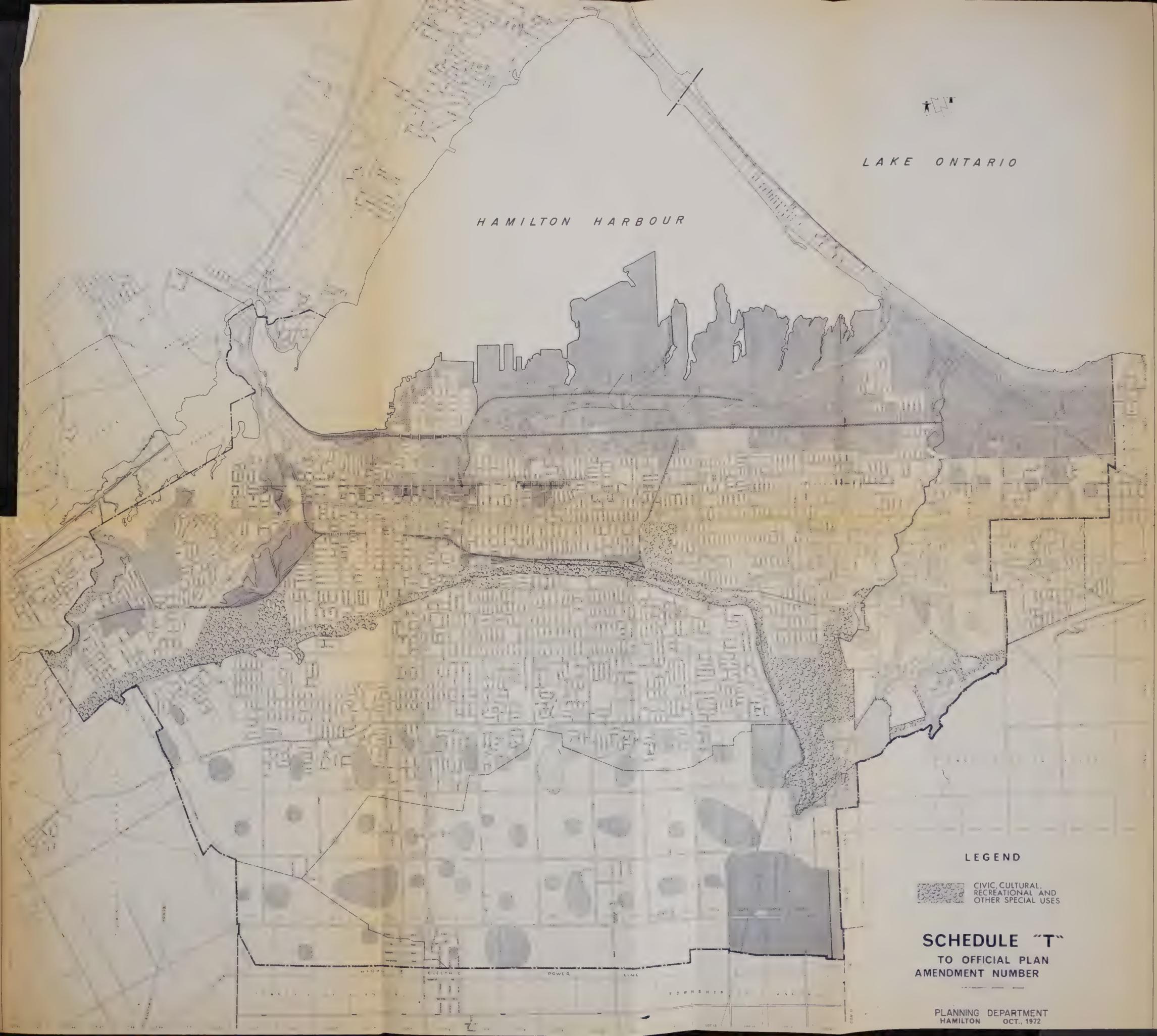


## **DEFINITIONS AND POLICIES**

This amendment designates the areas delimited on Schedule "T" for Civic, Cultural, Recreational and Other Special Uses.

The definition of Civic, Cultural, Recreational and Other Special Uses shall be the same as it is defined in the 1967 Official Plan Amendment No. 228 as amended.



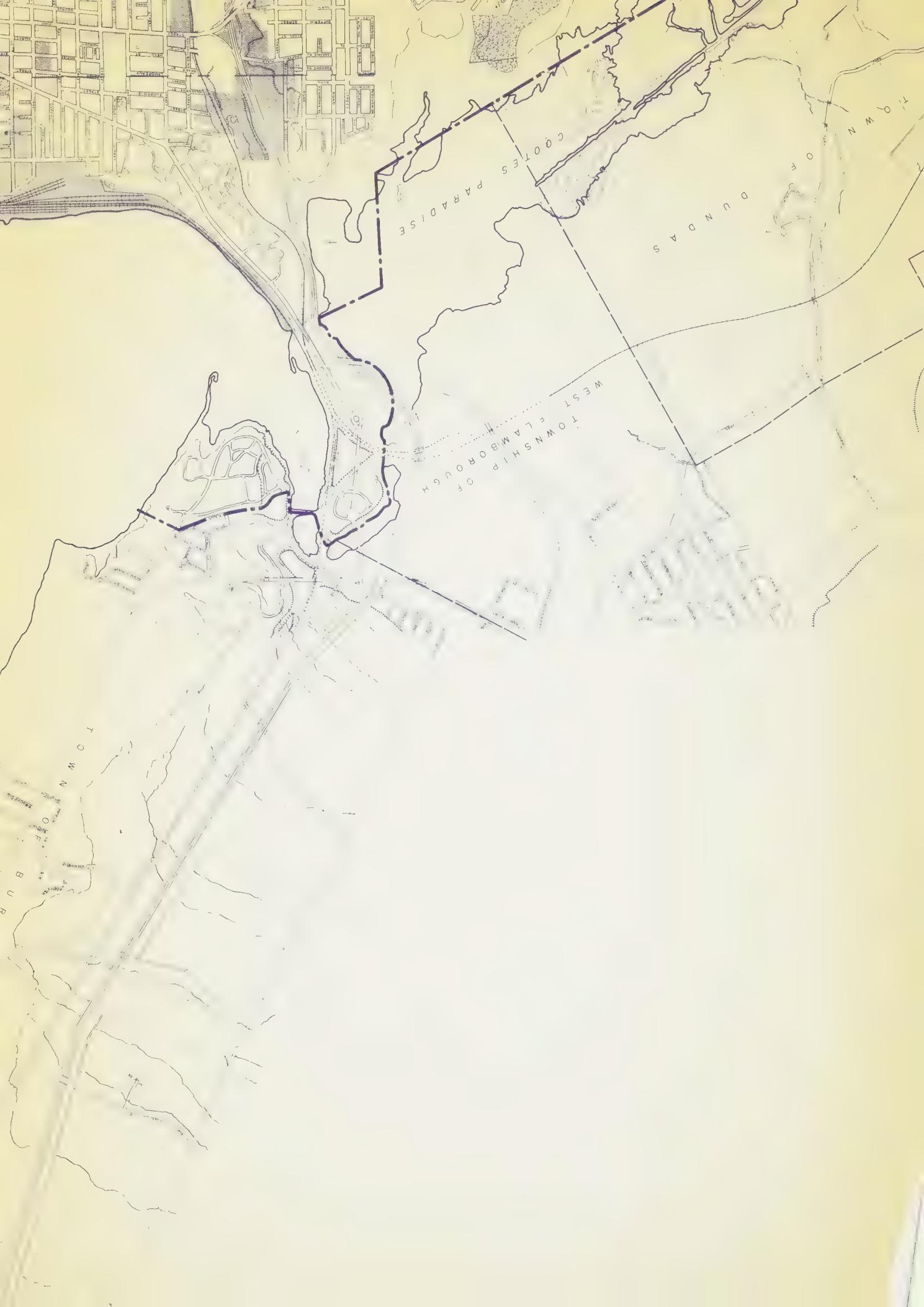


LEGEND



CIVIC, CULTURAL,  
RECREATIONAL AND  
OTHER SPECIAL USES

**SCHEDULE "T"**  
TO OFFICIAL PLAN  
AMENDMENT NUMBER



## SECTION THREE

# IMPLEMENTATION

A statement of the procedures to be followed  
in the implementation of the Official Plan.



## IMPLEMENTATION

It is proposed that this amendment be incorporated into the Official Plan of the City of Hamilton.

The Restricted Area By-laws shall conform with the plan thus amended.

The Council should initiate steps to bring all the undeveloped outstanding areas of the Escarpment under public ownership. The lands should be purchased through the Parks Board or the Hamilton Region Conservation Authority with Provincial financial participation.



## APPENDIX

This Appendix is **NOT** part  
of the Official Plan.

The purpose of this Appendix is  
to make available to the reader  
some of the interesting back-  
ground material which would  
make the Study of the Official  
Document more meaningful.



## INTRODUCTION

With the establishment of a Provincial Government Task Force on the Niagara Escarpment in May, 1972, public attention was again focused on the problem of preserving this natural scenic resource. It was to this end, that the City submitted a brief to the Task Force outlining its proposals for that portion of the Escarpment within its jurisdiction. The City's Brief and a subsequent Technical Report are included here for the purpose of setting this amendment in the context of the City's policies for the Escarpment.

The appendix is organized in the following fashion. The first part contains the definition of Civic, Cultural, Recreational and Other Special Uses; while the second and third parts are the City's Escarpment Brief and the Technical Report, respectively.



## PART I

Definition of Civic, Cultural, Recreational and Other Special Uses.



## DEFINITIONS OF LAND USE DESIGNATIONS

### CIVIC, CULTURAL, RECREATIONAL AND OTHER SPECIAL USES \*

The Civic, Cultural, Recreational and Other Special Uses classification of land shall mean that the predominant use of land in the areas so designated shall be for schools, parks, public open spaces and ravines etc. institutions, cemeteries, golf courses, churches, hospitals, libraries, community centres, stadia, exhibition grounds, and other similar uses together with such incidental or accessory uses, whether residential, commercial or industrial, as are ordinarily employed therewith.

While it is recognized that many Civic, Cultural, Recreational and Other Special Uses are to be permitted and encouraged as adjuncts of residential and commercial areas so designated in this Official Plan, and so zoned under the provision of the Zoning By-law, it is intended that this Civic, Cultural, Recreational, and Other Special Uses classification shall be applied, not only to those areas which, in the future are to be used for such purposes, but the lands within the City of Hamilton which are already being employed for such purposes in order to afford some measure of protection and assurance to the inhabitants of surrounding properties that that particular Civic, Cultural, Recreational or Other Special Use is recognized as such and will continue to be used as such for as long as may be reasonably anticipated.

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\* This definition of Civic, Cultural, Recreational and Other Special Uses is the same as it is defined in the 1967 Official Plan Amendment No. 228, as amended.



## PART II

City of Hamilton Submission to the Task Force on the Niagara Escarpment.



**SUBMISSION  
TO THE TASK FORCE  
ON THE**

**NIAGARA ESCARPMENT**

**Presented by**

**THE CITY OF HAMILTON**



**August, 1972**



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## SUMMARY OF OUR RECOMMENDATIONS

### (I) Major Recommendations to the Task Force

1. Establish a permanent Escarpment body to co-ordinate and oversee the Escarpment policies emanating from various jurisdictions and agencies.
2. This body should attempt to map precise boundaries of the Escarpment so that particular policy differentiations between the Escarp- and its toe can be made.
3. The Provincial Government should introduce legislation which would designate a Bruce Trail route. Through the acquisition of land and the obtaining of surface easement rights, a definite route can be secured.

### (II) The City's Proposals for the Escarpment

Upon the delineation of clear boundaries we propose the establishment of three Escarpment belts with distinct dimensions and levels of control.

Belt I - face of the Escarpment - to be publicly owned and used for recreation and conservation purposes.

Belt II - a varying strip of 25 feet to 100 feet at the top and/or bottom of the Escarpment - publicly owned if possible. The position of this strip would depend upon the ownership of the land - i.e. if the brow is developed and in private hands, the strip would be at the bottom. The width of the strip would depend upon the type of adjacent existing or proposed development - i.e. a wider strip for an apartment, a narrower strip for a single-family dwelling.

Belt III - would begin at the outer boundary of Belt II and would extend 100 feet to 1500 feet. In this belt very different policies would be required for the top of the bluffs and the foot of the Escarpment. In both cases desired re-zoning of existing developments would be initiated and development controls would be imposed. However, at the foot of the pallisades, a system of variable height constraints should be instituted to secure the visibility of the Escarpment from the north; whereas, on top of the cliffs, the encouragement of high rise development, in distinct, well controlled high density residential nodes might be desirable to enhance the crown of the skyline.



## NIAGARA ESCARPMENT BRIEF

### INTRODUCTION

The Niagara Escarpment is a unique physical landmark and recreational setting which is within easy access of a large proportion of Ontario's population. In the course of its 465 mile length between Queenston and Tobermory, this important provincial asset traverses the entire City of Hamilton. This part of the Escarpment is unique in the sense that it is entirely within an urbanized area. Thus, while the circumstances of this location create particular problems, (which will be detailed below), this Burlington Bay portion is nonetheless a key element of the continuous Escarpment system.

It is from both these singular and constituent perspectives that we preface our Escarpment brief with a few general remarks directed towards the Task Force.

First, it is our hope that the Task Force will recommend the establishment of a permanent provincial body or committee to co-ordinate and oversee policies and measures affecting the Escarpment. Municipal Escarpment actions might be reviewed and evaluated by this body in the light of an ultimate over-all provincial Escarpment preservation policy or point-of-view.

One of the first priorities of this body (or the Task Force itself or another provincial agency or tribunal) should be to map precise boundaries of the Escarpment. For although it is easy enough to distinguish between the brow of the Escarpment and its face, it is not a simple task to differentiate between the lower part of the face and the toe. This step would be a useful guide to municipalities in helping them to determine the levels of control and types of policies which should be applied to particular parts of the Escarpment and its adjacent physical environment.

Secondly, we would like the Province to introduce legislation to ensure the continued existence of the Bruce Trail. Only 10% of the Trail is on public lands, while 25% is on roads. The remaining 65% of the Trail which is located on private land, is there at the courtesy of individual owners. With the increasing development pressure of the escarpment area, these gentlemen's agreements are no guarantee that a section of the Trail will



be permitted on the same property upon a change in ownership. By sponsoring legislation establishing a set route and by buying the land or acquiring easement rights through the local Conservation Authorities over the designated system, the Province can secure the permanence of this important recreational and hiking facility. Guarding against intrusions upon the Trail right-of-way might be one of the functions of this permanent Escarpment body.

The remainder of our brief is organized in the following fashion. The next section presents general arguments for the preservation and control over the Escarpment lands in the City from both physical and social standpoints. After detailing our present policies, the major part of our submission is devoted to a description of our proposals. Briefly, this section delineates three belts of the Escarpment and its adjacent areas. For each of these belts, we have recommended specific dimensions, levels of control, and permissible uses. The rationale and benefit of this kind of scheme are also outlined.

Lastly, we have included an appendix which describes a sample escarpment area in the City and points out the effects of the application of our present and proposed policies.

#### THE CASE FOR PRESERVATION

##### (I) The Environmental and Physical Standpoint:

In the study of the Niagara Escarpment, Prof. Gertler<sup>1</sup> recommended the preservation of Escarpment lands which had unique natural characteristics. The following list refers to those kinds of features that are present in the Hamilton portion of the Escarpment and which are included in Gertler's criteria for preservation. As a description of the topography or the geology of the local Escarpment is not the main intention of this brief, no attempt is made to elaborate on these features in detail. Rather a few salient points are made for the purpose of demonstrating the desirability of preserving and controlling development on the Escarpment because of these physical attributes.

-----  
1 L. Gertler, The Niagara Escarpment Study, Regional Development Branch, Ontario Treasury Department, 1968.



- 1) Rock Face.
- 2) Slope of 12% or greater at the toe - developments on that part of the slope which is 12% or greater would be susceptible to erosion problems.
- 3) Unproductive Soil - the local Escarpment consists largely of the infertile red clay, Lockport Dolomite and Queenston Shale at the base.
- 4) Bottomlands and Wetlands - at eastern limits of the City are the bottomlands of the Red Hill Creek which are prone to flooding.
- 5) Natural landmarks.
- 6) Viewing vantage points.

## (II) Social and Esthetic Standpoint

### a) Social Considerations

There are several dimensions which underscore the social value of preserving a resource like the Niagara Escarpment for open space and conservation. First, people like greenery because it keeps them in touch with nature. Although this assertion appears simple on the surface, the underlying reason for this widespread sentiment lies in the important psychological function of open space in urban areas. Open Space attracts people who seek a retreat from excessive social contacts and the demands and pressures of modern day living.

Secondly, the existence of natural settings makes people aware of the delicate balance of nature and the natural processes. In this sense, conservation serves the function of ecological education.

Thirdly, the preservation of natural areas provide opportunities for recreational activities of all kinds and there is considerable evidence to show an accelerated future demand for outdoor recreation space. A larger population, greater income, increased leisure time because of a shorter work week and more mobility in the coming years, presage the necessity for a continuous regional and local Niagara Escarpment open space system.

This impression about the long-run increase in recreational demands is reinforced by the results of a Bureau of Municipal Research<sup>2</sup> survey of Toronto open space users.

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<sup>2</sup> Urban Open Space: Luxury or Necessity; Bureau of Municipal Research, Toronto, 1971.



Indications are that a higher proportion of people who grew up in large towns or urban areas as compared to those who were raised in rural environments, liked nature. Both the most sedentary and active age categories (over 65 and 21-29, respectively) espoused positive feelings about nature in greater proportionate numbers than other age groups. Affirmative responses to the nature appreciation question were received in similar proportions for rich and poor people.

Lastly, and significantly in view of the ever increasing densities in urban areas, a greater percentage of high rise dwellers than those living in other individual dwelling types, liked open spaces for nature reasons.

b) Esthetic Considerations

The Hamilton portion of the Escarpment plays two important esthetic roles in the image of the City. First, it is a landmark which provides the City with a distinct physical identity. Within the City, it is the visual divider between developed lower Hamilton and the relatively newer developing Mountain part of the City. Secondly, the escarpment proffers variety in the visual landscape of the City. It's green open space provides a contrast to the City's steel, glass and concrete urban structures.

PRESENT POLICIES

The City's policies towards the Escarpment consist of two distinct actions. The first policy has already been launched and awaits legislative completion.

In April of last year, the Planning Board faced with some pressure for development, initiated some re-zonings on the Escarpment. An agricultural designation "A" was given to the entire face of the Escarpment. However, at the time, our "A" agricultural zoning would have permitted uses such as single family dwellings, hospitals, educational institutions, libraries, galleries and museums, etc. As the intention of these re-zoning procedures was to preclude this sort of development on the face, the "A" zoning category was amended by deleting the above uses. The amendment is now before the Ontario Municipal Board.

The over-all result of these measures is to restrict development on the face to uses pertaining to conservation, recreation, parks and open space.



Secondly, the City Planning Department has embarked on a programme of preparing neighbourhood plans for the developed part of the City. At present, no work on plans for neighbourhoods south of Main Street has commenced. However, in the course of this process, plans will be devised for neighbourhoods which include and abut the bottom of the Escarpment. Drafting these neighbourhood plans will provide opportunities to make recommendations for the areas adjacent to the Escarpment.

#### PROPOSED POLICIES

As indicated in the introduction, we feel that the enactment of new policies for the escarpment are dependent upon a clear delineation of its boundaries or a procedure by which this might be accomplished. Upon the realization of this task, we would propose the creation of three Escarpment belts to guide and control development. Definitions, locations, and implementation of these belts would be handled in a fashion similar to the designation of zoning categories.

Belt I - would encompass the face of the Escarpment. It should be publicly owned and free of development with the exception of certain approved municipal structures.

At present, the City owns a very large percentage of the face, particularly west of King's Forest. Acquisition of the remainder of the undeveloped parts of the face in private hands should proceed under the cost-sharing arrangement between the Province and the Hamilton Conservation Authority. Upon purchase, we suggest that these lands might be turned over to the City's Parks Board for administration and regulation.

Belt II - would consist of a 25 foot to 100 foot strip of, hopefully, publicly owned open space at the top and/or the bottom of the Escarpment.

The position of the strip would depend upon the ownership of the land - e.g. if the brow is already developed and in private ownership, the strip would be on the bottom. In areas where a publicly owned strip cannot be established, the possibility of obtaining easement rights over private property might be investigated.



The width of this strip would vary with the type of adjacent existing or proposed development. For example, the strip would be wider if a high-density use was located or proposed adjacent to this belt. The strip would be narrower if the adjacent development were a single-family dwelling. One of the reasons for this flexible demarcation is to provide the optimal amount of personal and visual access to the belt.

Belt III - would begin at the outer boundary of Belt II and extend 100 feet to 1500 feet. In this belt development controls would be imposed and site plans would be required as prerequisites for approving new developments and changes in land use.

For the purpose of ensuring a view of the Escarpment, two measures might be taken at the foot of the Talus slope. First, there are areas of single-family dwellings at the base of the Escarpment which are zoned for high-density. These areas should be down-zoned so that the zoning can reflect the existing use.

Secondly, a policy of variable height constraints might be implemented. Apartments closer to the bottom of the Escarpment might be restricted to fewer stories than those located at the outer limit of this belt. Moreover, the possibility that new apartments in this belt should have a pointed apex rather than a slab outline could be examined. Again, the enforcement of this stipulation would vary with the distance of the particular development from the Escarpment.

On top of the Escarpment, in this belt, high density residential development nodes ought to be located in appropriate places. However here also, approval of these kinds of development would be subject to any imposed height constraints, development controls, and the submission of suitable site plans.

The intent and purpose of these development controls on top of the paliades would be very different from the objective of the imposed height restraints at the foot of the talus slope. There the aim is to keep the Escarpment visible from the north. By contrast, the development controls on top of the plateau ought to encourage the generation of high density residential nodes. In this context, the primary purpose would be to enhance the variety of the skyline of the bluffs, so that it stands out against the sky by day, and can appear illuminated at night throughout the urbanized area.



Nevertheless, these distinctions notwithstanding, any proposed development on the top of the plateau or at the foot of the Escarpment, would have to be compatible with the recommendations and policies of the relevant neighbourhood.

#### RATIONALES FOR THE PROPOSED POLICIES

Belt I - the reasons for prohibiting future development on the Escarpment and keeping it in public ownership are based upon the increased public demand for open space. As the Escarpment is a natural scenic resource, these measures are aimed at permitting a reasonable level of public access to it. In this regard, the principle of the public acquisition of the Escarpment face is being and will be, effectuated to eliminate the uncertainty about future development on the Escarpment. Since the City owns, or will own the land, it has or will have direct control over its use. A private owner of the lands might seek zoning changes and appeal the City's refusals to the O.M.B.

Belt II - the motivations behind our recommendations in this belt are - first, to provide a buffer between the Escarpment and the bordering urban development and secondly, to enhance the public's enjoyment in their use of the Escarpment. In this regard, we propose that the following facilities might be situated in this belt.

1. The provision of a 10 foot right-of-way on the foot, or on the brow, for the Bruce Trail so that it can be maintained as a continuous hiking path.
2. The possible creation of bicycle paths.
3. The development of nodalized public attractions such as restaurants, lookouts, and the terminals of a railway incline, should be encouraged.

Belt III - as mentioned previously, the conceptual rationale for this belt is the preservation of the Escarpment as a scenic vista - particularly from the Lower City.



## APPENDIX

For the purpose of indicating the problems involved in planning for the Escarpment in the City of Hamilton, we have selected what we feel is a representative portion of it for detailed elaboration. The area under scrutiny is that part of the Escarpment and adjacent territory bounded by Wellington Street on the west and Wentworth Street on the east.

### DESCRIPTION OF THE SAMPLE AREA

#### (I) The Bottom of the Escarpment

##### a) Between Wellington and Wentworth

This area consists almost entirely of single-family and two-family dwellings. However, the area is zoned for high density "E", and some apartments have already been built. Recently, the Planning Department, at the behest of the Planning Board, has circulated a re-zoning proposal to the property owners between Wellington and Sanford Streets, south of Main to the Toronto, Hamilton and Buffalo Railway tracks. The proposal would down-zone the area from high-density to single and double family uses ("D" zoning). As it appears that a majority of owners favour the proposal, the Planning Board has approved the re-zoning of parts of this area. Subsequently, the zoning here will reflect the predominant existing land use and concomitantly the possibility of high rises blocking the view of the escarpment from the streets south of Main, has been diminished.

##### b) Railway Yards

The yards of the T. H. & B. Railway lie at the base of the Escarpment. The presence of the yards precludes pedestrian access to the Escarpment, although there is vehicular access at the major streets - Wellington, Victoria and Wentworth.

The present zoning of the yards is "J" Industrial. A problem could arise if the railway sold its yards to a developer who wanted to build commercial and high density residential structures on the property. This kind of move to duplicate Metro Centre in Toronto or the downtown Edmonton development should not be approved by the Planning Board. This would be a poor location for a commercial complex and high-rise buildings would block the Escarpment vista.



## (II) Face of the Escarpment

There is a pedestrian access to the top of the Escarpment via a set of stairs at Wentworth Street. However, there were six sets of stairs before the two roads which traverse this part of the Escarpment were built. In the construction of the roads, particularly the Jolley Cut, the City's past actions indicate a low level of awareness of the environmental and potential social value of the face. Imbedding this road in the Escarpment's face has resulted in a permanent wound.

The face in Stinson Neighbourhood is owned by the City and with the amendment to the "A" zoning category residential uses will not be permitted.

## (III) Brow of the Escarpment

The brow contains two separated parcels of open space. A landscaped portion of Sam Lawrence Park which is located at Upper Wellington and Concession Streets, and an elegant rock garden which is encircled by a curve in the Jolley Cut making it inaccessible from the Wellington, Concession segment. A paved pedestrian path running down the escarpment is situated in the Park to the east of Jolley Cut, however it terminates at the Park's northern fringe.

Also on the edge of the brow are the backs of the houses on the north side of Mountain Park Avenue. The presence of these structures, as well as the Jolley Cut, preclude a Bruce Trail alignment on the top of the Escarpment in this area.

### APPLICATION OF POLICIES TO THIS AREA

Maps showing the geographical effects of an instituted Escarpment Belts Policy in these neighbourhoods (Stinson, Corktown and Vincent) have been prepared - see maps 1, 2 & 3. However, for the purpose of brevity, the text in this section deals only with the ramifications in the neighbourhood under discussion in the previous part of the brief - i.e. Stinson and the brow of the Escarpment abutting Stinson.

Belt I - as stated previously, the face of the Escarpment is already in public ownership and the amendment to zoning category "A" will ensure that future uses will be for conservation and recreation purposes only



Belt II - an effort should be made to enhance the attractiveness of that part of the brow which is already in public hands - i.e. Sam Lawrence Park. As a first step, a pedestrian bridge which would link the rock garden with the rest of the park should be constructed over the Jolley Cut.

The attempt to obtain easement rights on the brow for the Bruce Trail path, might run into several obstacles. Twenty-six large lot residences on Mountain Park Avenue would be involved. The land is expensive, the yard depths are limited and presumably the owners would

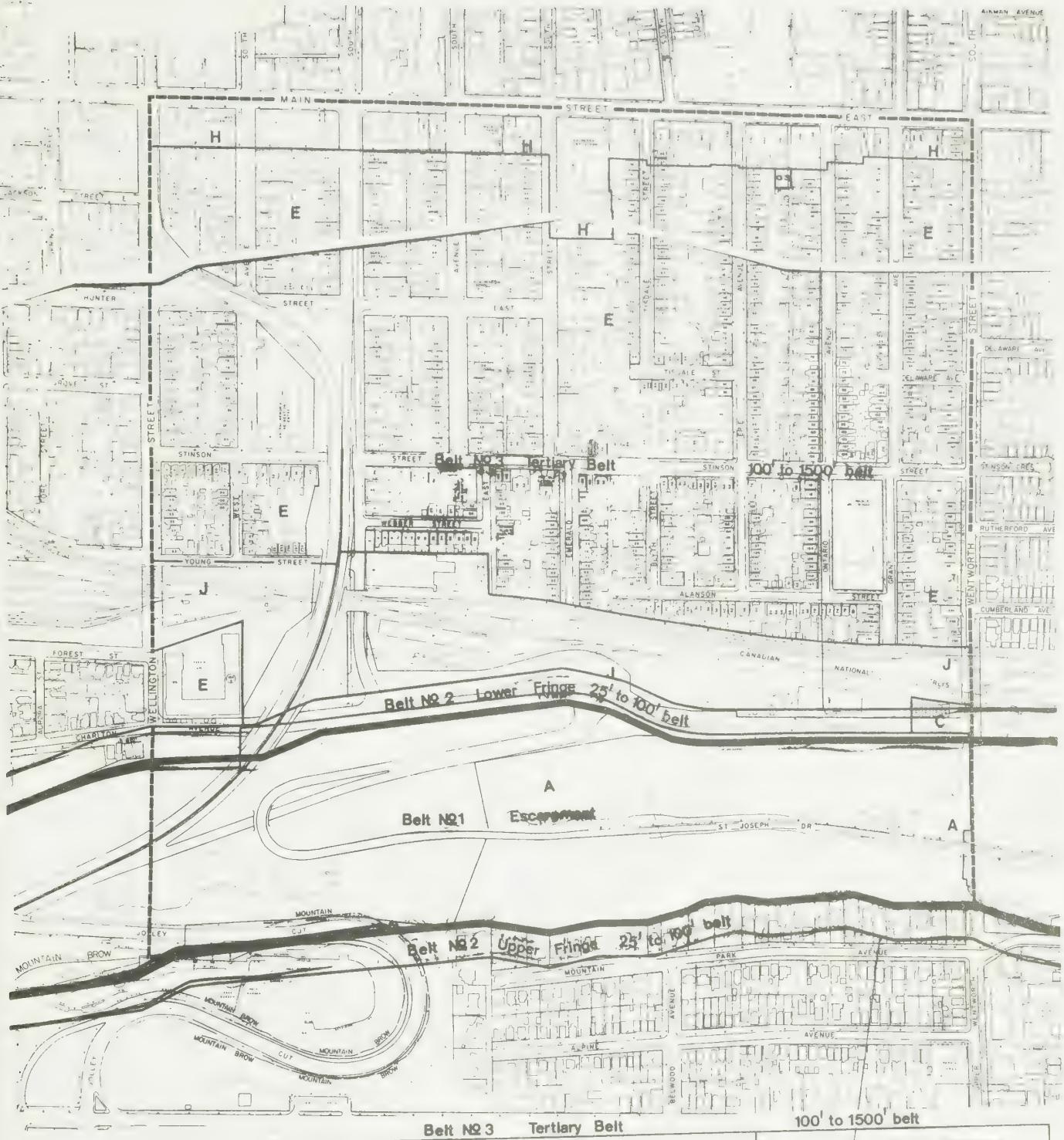
resist such a move. There are two possible detours that a Bruce Trail route might take. The first detour is along the street on Mountain Park Avenue. There would be no view, but as there is only one residence involved at the western end of Mountain Park Avenue, the realization of this route would be easier than an easement right-of-way path. The second detour could conceivably follow the face of the Escarpment. In evaluating the feasibility of this latter route, the financial and environmental costs would have to be prime considerations.

Some of these difficulties would be operative in any endeavour to institute a bicycle path system.

Belt III - here, the following possibilities should be considered. First, the institution of development controls and a sliding scale of height restraints. These measures alone would be sufficient means of achieving the articulated rationale of the proposed policies. However, an alternative means of accomplishing this objective might be a series of appropriate recommendations in the Stinson Neighbourhood Plan. These proposals would reinforce the effect of the current re-zonings in the area. Those parts of the proposed Belt III in Stinson which were not down-zoned might be considered for a multiple-family lower density zoning (either DE, DE-2, DE-3). This zoning would reflect the presence of the small apartment buildings which are interspersed with the other residential uses.

Moreover, the future of the railway yards should be examined and the feasibility of designating them for open space or residential low-density should be investigated.





EXISTING POPULATION (1969) 4867  
 (1970) 4840  
 (1971) 5024

#### LAND USE

##### RESIDENTIAL

- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

##### COMMERCIAL

##### INDUSTRIAL

##### CIVIC & INSTITUTIONAL

##### PARK & RECREATIONAL

##### OPEN SPACE

##### UTILITIES

##### COMMUNITY CENTRE

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approvals  
 Planning Bd.      Council  
 Revisions

MARCH 1972  
 MAY 1972

MARCH 1972

MAY 1972

MARCH 1972

MAY 1972

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### LAND USE

- RESIDENTIAL
  - single & double attached housing
  - low density apts.
  - medium density apts.
  - high density apts.
  - commercial & apts.

### COMMERCIAL

### INDUSTRIAL

### CIVIC & INSTITUTIONAL

### PARK & RECREATIONAL

### OPEN SPACE

### UTILITIES

### COMMUNITY CENTRE

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approvals  
 Planning Bd. Council  
 Revisions

MAY 1972

CITY OF HAMILTON  
 PLANNING DEPARTMENT

CORKTOWN









PART III

Technical Report to the City of Hamilton Planning Board.





OFFICE OF  
**CITY PLANNING DEPARTMENT**  
CITY HALL  
HAMILTON CANADA

**TECHNICAL REPORT**

**Subject**

Review of the status of the City's by-laws and policies for the Niagara Escarpment.

**Background**

On July 25, 1972, the Department received a letter from the Provincial Ministry of Treasury, Economics, and Intergovernmental Affairs outlining two types of policy areas for the Niagara Escarpment.

Only one of the policies (Policy I) applies to the Escarpment lands within the City's jurisdiction. The lands designated for inclusion under Policy Area I are (1) "Those lands recommended by Professor Gertler<sup>1</sup> for either outright acquisition or some other form of control such as easement rights and (2) "preliminary proposals by the Ministry of Natural Resources for acquisition".

With the exception of King's Forest which was not recommended for acquisition by Gertler because it was already publicly owned, the entire Escarpment within the City is delimited as a Policy Area I - see attached Map. As an interim measure, no development will be permitted in Policy Area I until a permanent Provincial policy for the preservation of the Niagara Escarpment is formulated and implemented.

The letter suggested that we enact the appropriate Official Plan designations and by-laws which would conform to the intent of this Provincial policy.

**Submission**

At present, a large amount of the Escarpment face, particularly west of King's Forest, is publicly owned. This state of ownership is consistent with the proposal in the City's Brief to the Niagara Escarpment Task Force with regard to the face - i.e. Belt I.

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<sup>1</sup> L. Gertler, The Niagara Escarpment Study, (Toronto: 1969)



In April 1971, the Planning Board initiated re-zoning proceedings for the face of the Escarpment. The entire face of the Escarpment was given an "A" zoning and the development characteristics of this category, such as single family dwellings and various institutional uses, were deleted as permitted uses. This action, which awaits O.M.B. approval limits development on the face of the Escarpment to recreation and conservation purposes only. Again this policy is re-iterated as a vital element of the City's Brief to the Niagara Escarpment Task Force.

However, the Official Plan designates the Escarpment for residential land uses. Although the definition of this use permits public park and recreational facilities, these uses are ancillary to the chief use - which is for dwellings.

#### Recommendations

1. It is recommended that the Planning Board approve in principle an Official Plan Amendment designating the Escarpment as open space.
2. Concurrently, this would be an opportune time to designate park areas adjacent to the Escarpment as open space. Therefore, open space designations for King's Forest, Gage Park and the Chedoke Golf Course should be a part of this Official Plan Amendment. The areas to be designated as open space are indicated on the display map.
3. It is proposed that the Planning Board recommend to Council the initiation of steps to bring all the undeveloped outstanding areas of the Escarpment under public ownership. The lands should be purchased through the Parks Board or the Hamilton Region Conservation Authority with Provincial financial participation.

DS:fg

September, 1972



The Province of Ontario recommends an Official Plan Amendment  
which would designate these areas of the Gertler Report.



"ZONE I"  
AS DELIMITED IN  
ORIGINAL GERTLER REPORT





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